

will increase dramatically with construction. For example, the Morehead City government has already collected a \$7,000 inspection fee from the Alla-Ohio Valley project (Carteret County News-Times, 1981c). Due to the relatively low population growth rate expected to be induced by the respective projects, there will not be a significant demand for increases in community services.

Although there will be little direct impact on demand for services at the local level, the development of the coal exporting facilities will provide an impetus for significant demands on state expenditures for infrastructure improvements. Needed infrastructure improvements identified for the study area include a rail bypasses for New Bern and Morehead City and grade improvements for Wilmington, and dredging of the channel and harbor for Carteret County. The cost of the New Bern railroad bypass has been estimated at \$15.2 millions (N.C. Department of Transportation, 1981). Since feasibility studies have not been done, there are no corresponding cost figures for the other infrastructure improvements.

Another infrastructure improvement that will receive impetus from the coal trains through Morehead City is the construction of a third bridge to Bogue Banks. The costs of that project is estimated at between \$24.9 and 34.9 million.

The impacts of all the above infrastructure investment will extend beyond the coal exporting activity. The improvement in rail service and harbor facilities will provide a magnet for attracting other industries to the respective counties.

5.7 Land Use Assessment

The development of the coal exporting facilities and the transportation systems to serve them will take place within the policy context of local zoning ordinances and the CAMA Plans that presently exist. With one exception, all the proposed land sites are acceptable in terms of both applicable zoning ordinances and CAMA Plans. The one exception is the Gulf Interstate facility on Radio Island (C-21).

The Radio Island site is classified as port-industrial in the Carteret County zoning ordinance but is classified as rural in the Carteret County CAMA Plan (Carteret County News-Times, 1981d). As the result of action taken by the Coastal Resources Commission, a CAMA reclassification of Radio Island from rural to rural-port will take place in July, 1982, provided problems with railroad traffic in New Bern and Morehead City are alleviated and a comprehensive port development plan is developed for the Morehead City - Beaufort area.

5.8 Summary

In the process of making this initial assessment of the possible impacts from the proposed development of coal exporting facilities in